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EMS, CRS merge; become 437 MXS

By Lt. Col. Ed Memi

437 AW Public Affairs

Two Charleston maintenance squadrons will merge and become the new 437th Maintenance Squadron in a ceremony April 25 at 9 a.m. in the C-17 nose dock hangar.

The inactivation of the 437th Component Repair Squadron and 437th Equipment Maintenance Squadron follows a trend set several years ago in Air Mobility Command that combines similar functions into a single squadron when manning falls below 700 people.

The 437 CRS and EMS became separate squadrons in May 1997 when their manning levels were much higher. As a result of the phase-out of the C-141 and adoption of the C-17 Logistics Composite Model, the manning authorizations in the 437 CRS and EMS had dropped to 191 and 299 respectively.

"Initially, we had enough people to separate into two squadrons and it made sense, but now it's not efficient when our manning is so much smaller today," said Chief Master Sgt. John Hagin, 437 CRS superintendent, who will become the superintendent for the 437 MXS. "We've been talking about the merger for about a year now and the timing was right with the pending PCS of some commanders for us to make it happen. The biggest change for most people will be a hat change, but otherwise it

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Up and over



Staff Sgt. Pamela Smith

Senior Airman Robert Florio, 437th Comptroller Squadron, makes his way over a wooden barrier on the Charleston AFB obstacle course during preparation for the Top Dollar Competition. Five members from the CPTS and two members from the 437th Contracting Squadron will participate in the AMC event in June. The team will compete in a variety of events including an obstacle course, 9 mm pistol shooting and self aid and buddy care.

Director of operations explains AMC role in EAF concept

By Staff Sgt. Michael Duhe

437 AW Public Affairs

Air Mobility Command is benefiting from the Expeditionary Aerospace Force's goal of making deployments more stable and predictable for Air Force members, according to AMC director of operations, Maj. Gen. Nick Williams.



Maj. Gen.
Nick Williams

The general visited Charleston AFB last week to explain AMC's role in the EAF concept, still in the early stages of implementation.

Although there have been some "bumps in the road" in putting the concept into action, Air Force members now understand what EAF is about, Williams said.

"We're having to reorganize the Air Force that has served us so well over the past 50 years," he explained. "It's no easy task, but we're making great progress."

Under the EAF concept, the service's forces have been divided into three categories:

- Service forces — maintain Air Force-specific functions, such as recruiting, training and research and development

- Enabler forces — support common user and National Command Authority missions, such as global mobility, space operations and strategic missile forces; and

- Aerospace Expeditionary Forces — organized and prepared to support the nation's commitments to maintain deployed forces in troubled areas of the world on a steady-state basis and to respond to short-notice contingencies if required.

AEFs are further divided into 10

Aerospace Expeditionary Forces and two Aerospace Expeditionary Wings. A lead wing is identified for each AEF, and a lead mobility wing is identified for each AEF pair.

Each AEF is vulnerable for a deployment during a 90-day "window" which is open once every 15 months. Two AEFs are "on-call" during the 90-day period.

For example, AEF 1 and AEF 2 are vulnerable to deploy from October through December.

Under EAF, Air Force members know when they are more likely to deploy during the year, and are able to plan their lives around those 90-day periods, Williams pointed out.

Outside their AEF vulnerability period, members will still go TDY for training and other activities. But they won't be eligible again for a steady-state deployment within the 15-month AEF cycle.

Williams said there are still re-

source problems involving undermanned Air Force Specialty Codes within each AEF that must be smoothed out.

AMC plays a crucial role in the EAF concept by providing global mobility and forward deployed forces for all three EAF categories — service, enabler and AEF. AMC's forward deployed forces continue to be responsible for delivering a wide range of support to theater commanders, from airlift and refueling aircraft to cargo loaders.

AMC currently has 33,000 of its members assigned to AEFs. Many are from Charleston AFB, such as security forces and civil engineer troops, but not all belong to the same AEF.

AMC provides en route infrastructure, intertheater airlift, air refueling and operational support aircraft. AMC's AEF participation involves C-

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